MANHATTAN VALUES RAISED \$68,805,700

Figures of Tax Department Indicate City Increase of \$137,611,400.

RENT PROFITEERS ESCAPE

Apartment Houses Pay More But Board Asserts No Punitive Action Is Taken.

A tremendous jump in the real estate realth of Manhattan is reflected in the books of the Department of Taxes thrown open to the nublic in the Munici pal Building yesterday. While no official totals were available a hasty examicial totals were available a hasty examination of the data indicated that the increase in the valuation of the borough's real property for 1920 over that for 1919 is something in the neighborhood of \$68,805,700. The increase of 1919 over 1918 was only \$37,197,740. The total valuation of all the real property in Manhattan for 1920, according to the unofficial computation, is \$4,810,887,746, as compared with \$4,742,082,046 for 1919.

as compared with \$4,742,082,086 for 1919.

Record breaking increases are levied against some of the city's big sky-secrapers in the new assessment rolls. The Equitable Building at 120 Broadway is assessed at \$26,000,000, or \$1,000,000 more than its value for 1919. The next biggest advance was recorded in the case of the New York Stock Exchange, at 50 Broad street, which is valued at \$5,900,000, as against \$5,200,000 for the year preceding.

Increases of \$500,000 each are also made in the valuations of the Woolworth and the Whitehall buildings. The former is assessed at \$10,000,000 as against \$9,500,000 for 1919, while the latter is valued at \$5,700,000 as against \$6,200,000 for the year preceding. In the case of the Broad Exchange Building at \$2 and \$3 Broad street

Building at 33 and 35 Broad street \$400,000 is tacked on to the valuation for 1919 which was \$4.900,000.

Empire Building Unchanged.

By no means all the city's valuable by no means all the city's variable business structures suffered an increase, however. Even a few of those that have changed hands in notable deals recently were untouched. This is true of the Empire Building at 71 Broadway which was purchased only a few months ago by the United States Steel Corporation. ago by the United States Steel Corpora-tion for a price which at the time was said to be \$5,000,000 cash. This building retained its valuation of \$4,100,000. The Liberty Tower at 55 Liberty street, re-cently purchased by the Sinclair Oil Company, also marked time at \$1,950-,000, which was its valuation last year.

The banking house of J. P. Morgan & Co., at the southeast corner of Broad and Wall streets, retains its 1919 valuation of \$5,100,000. Some of the other big buildings in Manhattan whose valuaof \$5,100,000.

tions remain stationary are as follows:

Mutual Life Insurance Company, 28
to 40 Nassau street, \$3,350,000; United
States Express Building, 2 Rector street,
\$2,700,000, 111 Broadway, \$6,000,000;
115 Broadway, \$5,200,000; City Investing Building, 165 Broadway, \$6,625,000;
Singer Building, 149 Broadway, \$7,000,000; New York Telephone Building,
Broadway and Cortlandt street, \$5,375,000; New York Life Insurance Company
Building, 149 Broadway, 17,000,000; New York Life Insurance Company 000; New York Life Insurance Company Building, 346 Broadway, \$4,000,000; South Ferry Building, 1 and 3 State Street, \$1,000,000; Astor Trust Building, Southeast corner of Fifth avenue and Forty-second street, \$2,700,000; the Fire Companies Building, Inc., \$0 Maiden | Robert L. Moran, president of the lane, \$3,700,000; The Sun Building, 150 | Board of Aldermen, was reported last Nassau street, \$1,400,000; the Stewart night to be in a very serious condition | Robert L. Moran, president of the Board of Aldermen, was reported last Nassau street, \$1,400,000; the Stewart night to be in a very serious condition | Robert L. Moran, president of the Board of Aldermen, was reported last night to be in a very serious condition | Building, Broadway, from Chambers to at Lincoln Hospital. He was operated Reade street, soon to be the home of on at 4 o'clock for acute appendicitis THE SUN and THE EVENING SUN. by Dr. J. Lewis Amster. Shortly after \$2,500,000.

in the total value of all the real estate in the city will be available until the Tax Board issues its official recapitula-

tion of the tax figures for the various boroughs. Jacob A. Cantor, president of the board, probably will issue his figures to-day together with the assessment of personal property. It is worthy of note, however, that last year the total valuation for Manhattan was more than half that for the entire city. On this basis the total valuation throughout the city would present an increase this year of \$127,511,400. It is freely predicted, however, that the increase will be in

excess of this figure.

Rumors persisted yesterday to the effect that an added assessment of at least \$200,000,000 would be heaped upon the real estate of the city because of the advance in rental values, due to the housing and office shortage. Mr. Cantor said this estimate was not based on any official computation. He did not deny, however, that the increase might deny, however, that the increase might not be \$200,000,000. He added that he would not know the actual advance until

the survey is completed.

Although some of the high class spartment districts in the city showed apartment districts in the city showed increases there is nothing in the records so far examined to indicate that the city administration had carried out the threat attributed to it of punishing rent profiteers by adding to the valuations on their properties. Mr. Cantor asserted emphatically that it was not the intention of the tax board to carry out any such programme. He admitted that there would possibly be increases based on rental inflations, especially where they were made the basis of re-

based on rental inflations, especially where they were made the basis of resales at a pront. These increases, he said, would not be of a punitive nature. "In ascertaining the value of property," said Mr. Cantor, "the Deputy Tax Commissioners have made their investigations independently. This department has not cooperated in any way with the Mayor's Committee on Rent with the Mayor's Committee on Rent Profiteering, but has proceeded along customary lines, taking into consideration three factors, namely, the number of sales in the neighborhood of the property assessed, the amount of mortgage on the property and the rents derived

Apartment Houses Unchanged.

Two large apartment houses which have changed hands frequently since the boom in real estate started last January are unaffected by the assessment increases. They are the Rockfall at the northeast corner of Broadway and litth street, which was resold at least four times in the last few months. times in the last few months, and the Rits-Cariton apartment at 450 Audubon avenue. The Rockfall assessment at \$960,000 for 1919 remains unchanged as does also the \$225,000 assessment for the Kits-Cariton.

Everything considered, however, the Everything considered, however, the increased rental values throughout the city probably have been chiefly responsible for the total increase in valuations. In the high apartment house district bounded by Ninety-sixth street, Columbus avenue, Riverside Drive and 116th street, the total valuation for 1920 is \$124.510,000 compared with \$123, 965,700 for 1919.

10 the district bounded by Ninety-sixth street, Columbus avenue, Central Park West, Lenox avenue and 116th street, the total assessments this year 966,700 for 1919.

and Riverside Drive shows a valuation for 1920 of \$68,735,000, against \$68,- NIXON CALLS FOR 104,000 for 1919.

Lower East side Falls Off.

In contrast to these districts and figures, for instance, is one district on the East Side bounded by Essex, Houston and Grand streets and the East River shows a falling off in valuation, the new figures being \$45,631,500, as compared with \$45,731,800 for last year. Here again rental values probably played a part in determining assessment valuation, as most of the old law tenements of the city are to be found in districts such as this. Not long ago owners of tenement houses on the East Side complained that they were unable to fill their properties with tenants in spite of the shortage of houses that existed in other sections of the city.

Among the valuable private dwellings which have been rated up in the new assessment is that of John D. Rockefeller, Jr., at 15 West Fifty-fourth street Lower East Side Falls Off.

feller, Jr., at 15 West Fifty-fourth street which is now valued at \$105,000, but which was rated in the 1919 assessment at \$100,000. Two other residences owned by Mr. Rockefeller, Jr., at 17 and 19 West Forty-fourth street, valued at \$108,000 and \$240,000 respectively, have been continued by the assessors at their

previous valuation.

Unofficial figures from Queens indicated that there would be an increase of \$30,716,380 in that borough. There also are indications that there will be a marked increase in the valuation of the personal assessments in Brooklyn.

Real estate interests have been awaiting anxiously for the new assessment rolls, and many of them are prepared to fight the assessments against their revious valuation.

to fight the assessments against their holdings. Under the law they are en-titled to an appeal to the Tax Board, and there are indications that that body will be kept tolerably busy investigating petitions for relief from thousands of owners. If the second findings of the board are still unsatisfactory to the owners the latter have recourse to th

Export District Raised.

In the lower section of Manhatta the total increase in assessment values is roughly estimated at \$5,000,000. The brunt of this increase is borne by the owners of properties in the so-called "export district," bounded by Fulton street on the north, William street on the west and Coenties slip on the south. Here the advance is conservatively estimated to be from 15 to 20 per cent. mated to be from 15 to 20 per cent. over the figures of last year. For that part of Manhattan lying be-tween the East and North rivers south

of Maiden lane and Liberty street the total tentative valuation for 1920 arounts to \$317,773,200. The same distriot last year was assessed at \$309,

hattan is divided into eight sections, be ginning at the Battery and extending to the Ship Canal at Spuyten Duyvil. The

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IS SERIOUSLY ILL

President of Aldermen Is Operated on for Acute Appendicitis.

A jump of \$25,000 is noted in the assessment of the Title Insurance Company Building at 125 Broadway, which this year is valued at \$1,550,000.

Increase for City \$137,611,400.

No method of computing the increase family that he had been suffering from

acute abdominal pains for several days. The pain lessened Tuesday morning and he thought nothing more of it. He at-tended the funeral of Frank Dowling, President of the Borough of Manhattan, and in the evening spoke at a political meeting in Manhattan. As he finished he complained of illness, and a few of his friends, alarmed at his condition, took him to his home, at 1486 St. Lawrence avenue, The Bronx, in an auto

Mr. Moran's mother and sister we Dr. O'Grady after diagnosing the case as appendicitis, summoned Dr. Amster, former Commissioner of Health, in consultation. When Mr. Moran was in formed of the decision to operate, he smiled, making the request only that the Rev. Father Daniel Curley accompany him and remain with him during the operation. Father Curley is pastor of Our Lady of Solace Church of Van Nest.

The physicians advised Lincoln Hor oved the patient in a private ambulance. Mr. Moran was on the operating table just an hour. At the end of that time the physicians stated that the operation had apparently been successful. Later it was announced to the crowd of anxious friends who had come to the hospital that Mr. Moran was recovering from the effects of the ether, and was doing as well as could be expected.

The seriousness of Mr. Moran's condition lies in the time that elapsed be fore the illness developed and the time at which he was stricken. Had he con-sulted a physician when the pains first attacked him the operation would have

been fraught with less danger. It was recalled that Mayor Mitchel, when he was president of the Board of Aldermen, was also stricken with appendicitis. Mr. Moran is 37 years old. Dr. Amster said late last night that if no complications set in Mr. Moran will be on the road to recovery within the next week. Bulletins will be issued fre-quently on his condition.

SETTLES 35 RENT DISPUTES.

Capt. Goldsmith Keeps Late Hours to Adjust Troubles.

Capt. Charles A. Goldsmith, repre-enting the Mayor's Committee on Rent Profiteering, brought about thirty-five settlements in disputes between tenants and landlords at the Bronx County Court House between 8 P. M. on Tuesday night and 5:25 o'clock yesterday morning. Concessions on the part of landlords were obtained in all cases. One other case was heard; but settlement is still pending.

Capt Goldsmith fumbled into bed at A. M. but was to in times.

6 A. M., but was up in time to report at a police court at 9 o'clock. Then he hustled to the committee's headquar-ters in the Municipal Bullding and acted as arbitrator until nightfall.

Bad Weather Ends Battle.

MADRID, Sept. 30 (delayed) .- Fighting between Spanish forces and the Raisul Park West, Lenox avenue and 116th street, the total assessments this year amounts to \$51,774,600, while for the previous year it was \$51,445,000.

The section bounded by 116th street, Morningside avenue, West 188th street.

TRACTION PARLEY

Urges City and Railway Officials to Try and End . Transit Chaos.

Cominission Criticised for As sisting Roads Over Quim-

HYLAN SILENT ON PLANS

by Decision.

Bepartment of Plant and Structures asking him to investigate the proposed dissolution of the Brooklyn Rapid Transit system with a view to having the city operate bus lines in that borough. He said he had in mind the paralleling of the B. R. T. lines, where added fares are likely to result from the disintegration by buses the world. the present transit problem in this city in a way that will be agreeable to the in a way that will be agreeable to the city authorities and to the railway of Bellaw will be agreeable to the for 5 cents.

Later President Riegelmann said four lines had been partially laid out and would be operated regardless of the future course of the street railways. They will serve Sheepshead Bay. Coney Island. Bay Ridge, Fort Hamilton and gosted that the first meeting be held on Monday. To the representatives of the Chier contemplated lines would run

traction lines he suggested that they present a plan to prevent further disintegration of the systems and at the same time be prepared to make drastic concession in return for whatever favors they might get.

There was no indication from Mayor Hylan last night as to whether he and other members of the Board of Estimate would participate in such a conference. Corporation Counsel Burr told Mr. Nixon he was not prepared to speak for the board, but thought the city would be willing to consider anything that was in the interest of the city.

Henry L. Stimson, counsel for the ecciver of the New York Railways Company, said he would undertake to say that the officials of all the transit lines of the city now in the hands of receivers would be only too glad to enter into such a conference.

The matter first came up at a hearing on the question of the abolition of the transfers between the Eighth ave-nue line and the Ninth avenue line and the lines of the New York Railways, from which they have been severed. Commissioner Nixon, Corporation Coun-sel Burr and Col. Stimson got into a

sel Burr and Col. Stimson got into a long argument as to the responsibility for the present transit chaos and as to what ought to be done to end it.

"A situation has developed," said Commissioner Nikon, "where I think it is necessary for some one to take the lead and to try and bring about a redrafting of the contracts which are directly now operating against the interests of the public. Therefore, I shall apply to each and every one of the Board of Estimate to do something to remedy the situation that is now conremedy the situation that is now con-fronting us."

This followed a direct question of Commissioner Nixon to Corporation

ounsel Burr:
"Will the city come here if I invite all the parties at interest, and discuss what concessions would be made by the rail-

roads, if the city would grant an in-creased fare?" The Corporation Counsel was inclined to evade a direct reply and to argue the point that neither the court nor the Pubincrease fares. He declared that a state of chaos was coming on because fundamental principles had been lost sight of. He repeated his statement that the Public Service Commissioner had sought to usurp authority and that it was the duty of Commissioner Nivor to lock. of Commissioner Nixon to look after the interests of the people. He criticised the Commissioner for assisting the railroads in getting a reversal of the Quimby decision of the Court of Ap-

"I am embarrassed," said the Corporation Counsel, "that the counsel who presented the argument of the city in the Quimby case, which resulted in the decision that the Public Service Com-mission had no authority over these contracts, is now arguing the converse of that proposition before this Com-

"He has seen a new light," said Commissioner Nixon, referring to Terence Farley, formerly of the Appeal Bureau of the Corporation Counsel's office and now counsel for the Public Service Com

"I wonder what kind of a light it was," remarked the Corporation-Counsel. "It must have been a red light." The transit chaos, the Corporation Counsel added, was not of the receiver's making, the federal court's making or the city's making, but was due to the men who had control of the transi

"The city has a contract with these companies," he said, "under which they were given perpetual franchises to monopolize the streets of the city of New monopolize the streets of the cent fare. York to run railroads at a five cent fare. They were so enamored of that, so keen to project it that they resorted to measures of corruption to get it, and the financial profligacy which grew into that system rotted it and brought it down to

the ground where it lies now.
"What in my judgment is needed is
the supervision of some experienced men who will profit by the failures and the falseness of those who have controlled the transportation system in the city New York. I do not care who it is whether it is a new group of men or whether it is the city itself, they cann possibly do worse than these great law-yers and great engineers and great

Don't Suffer

Sample Package of the Famous Pyramid Pile Treatment Now Offered Free to Prove What It will Do for You.

Pyramid Pile Treatment gives quick relief from itching, bleeding or protrud-ing piles, hemorrhoids and such rectal



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troubles, in the privacy of your home. 60 cents a box at all druggists. Take no substitute. A single box often relieves. Free sample for Trial malled in plain wrapper, if you send coupon below.

FREE SAMPLE COUPON PYRAMID DRUG COMPANY, 575 Pyramid Bidg., Marshall, Mich.

financiers have done in the past that have brought this ruin on."

Following the hearing, at which testimony was given to the effect that the net result to the New York Railways of the increase in wages and the charge for transfers would be a loss annually of \$900,000 a year, Public Service Commissioner Nixon sent his formal invitation to a conference to Mayor Hylan as chairman of the Board of Estimate.

Mayor Hylan in a letter to the Corporation Counsel yesterday characterized the move of Public Service Commissioner Nixon as "joining with the traction interests" to secure a reversal of the disposition of cars which officials have yet to decide. In many cases cars of the old Nassau lines, the Atlantic avenue and others have been operated upon tracks of the Brooklyn City company and vice versa. This no longer can continue under the severance from the B.

Beginning yesterday, when the sever-ance took effect, all receipts on the twenty-eight lines went into the treasury twenty-eight lines went into the treasury of the Brooklyn City Company, of which H. Hobart Porter is the new general manager. He appointed yesterday Henry Jones, an accountant, as auditor of the company. At a directors' meeting Edwin P. Maynard, president of the Brooklyn Trust Company, was elected to the directorate to succeed George E. Ide, late president of the Home Life Insurance Company. Nixon as "joining with the traction in-terests" to secure a reversal of the Quimby decision as a "most brazen action" so he may impose an additional fare on the riding public. After a talk with Borough President Riegelmann of Brooklyn the Mayor wrote to Commissioner Whalen of the Department of Plant and Structures

surance Company.

Incidental to the transfer of the lines came a rumor yesterday that labor leaders are disturbed over the possibility hat wage increases granted and agreed o by Receiver Garrison of the B. R. T may not be considered binding by offcials of the Brooklyn City Company. A committee of the labor organizations announced that a meeting would be held the east in Eighth avenue near Fiftieta with the officials to take up this matter.

REGISTRATION TEA to Talk Politics.

Other contemplated lines would run from the Borough Hall to Broadway by BROOKLYN CAR LINES RETURNED TO OWNER

RETURNED TO OWNER

Separate Operation, However, Is Two Weeks Off.

Federal Judge Mayer is expected to sign to-day the formal order transferring twenty-eight Brooklyn surface lines from the Brooklyn surface lines from to the owner, the Brooklyn City Railroad, but it will be a fortnight or more before the latter company actually will operate the lines.

Many legal obstacles stand in the way of the separate operation of the surface troiley lines, chief among them being adjustment of the right to continue running cars over Brooklyn Bridge. The franchise privilege belongs to the B. R. T.

There is also a matter relating to the Separate operation of the fight to continue running cars over Brooklyn Bridge. The franchise privilege belongs to the B. R. T.

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There is also a matter relating to the found the f

THREE WOMEN DIE IN MOTOR CRASHES

Six Killed and Four Hurt Is Toll of Series of Automobile Accidents.

FAMILY IN TRUCK HIT

Stage Dancer Hurled Through Windshield-Boy Crushed in Front of Home.

street last night to avoid hitting a troiey car which came suddenly out of the pany at that point. The taxi struck : IS NOW THE STYLE woman who was crossing the street She was taken to the Polyclinic Hospi Women Gather Around Cups tal where physicians said she was dead Her skull was fractured. Up to late last night she had not been identified There was a time when women gave pink teas, but they don't any more. Any funny paragraphist who makes Jokes about a pink tea is behind the times, and a wedding ring engraved "J. M. to J. S." Kelly was locked up in the West Forty-sevento street police station, charged with homically the pink teas, but they don't any more. Any and carried a handbag in which was about 42 years old and carried a handbag in which was about a pink teas, but they don't any more. Any and carried a handbag in which was about a pink teas, but they don't any more. Any and carried a handbag in which was about a pink teas, but they don't any more. Any and carried a handbag in which was about a pink tea is behind the times, about a pink tea is a behind the times.

Miss Lois Leigh, formerly premier dancer in "The Scandals of 1819," was seriously injured last night when an automobile in which she was being driven to the home of her uncle on Staten Island fell into a street excavation at the force entrance. She was tion at the ferry entrance. She was thrown through the windshield of the car, and it is feared that she was inter-nally hurt. She was taken to a private

hospital on Staten Island. John H. Cartens of 12 Duncan avenue. Jersey City, was knocked down yester-day at Grove street and Newark avenue by an automobile belonging to Everett Barrett of 44 Jones place, West Fort Lee. He was taken to the City Hospital suffering from internal injuries and Bar-

suffering from internal injuries and sar-rett was arrested on a charge of assault and released on bail.

Miss Clara Sorenson of 99 Davis ave-nue, Kearny, N. J., was knocked down by an automobile truck at Broad and Market streets, Newark, yesterday. She was pinned under the wheels, and it re-

night. The boy, according to witnesses, stepped from the sidewalk directly in front of the truck, which was operated by Abraham Scheffman of 104 Davison

L. W. ROSS IS U. S. ATTORNEY.

In for Enstern District in

Leroy W. Ross was sworn in yester day as United States Attorney for the Eastern district. The ceremony took Mr. Ross's commission was handed to him by Col. James D. Bell, District At-torney for the last seven months. Col. torney for the last seven menths. Col.
Bell recently was chosen commander-inchief of the Grand Army of the Republic. In accepting the office Mr. Ross
burned. Dwellers in nearby houses

"I consider it the duty, particularly at this time in our national life, of every citizen to aid in every way possible the the laws that have been placed on our statute books and in actively discouraging by every means in his power any at-tempt to evade or render them of no effect."

WELLESLEY GIRLS MUST NOT SMOKE

Rule Forbids It While "Unst Regulations."

Special Despatch to Tun Sci WELLERLEY, Mass., Oct. 1.—Shades of uritan ancestors! Wellesley College, elect and exclusive, has just posted notices of a new ruling proble moking among students. The region reads:

"Since the privilege of the individual must be subordinated to the interests of the community students may not smoke while living under the regulations of the Wellesley College government association."
The girls when they read the rule

were indignant. They just denied and denied that any Wellesley girl smoked Yet in to-day's issue of the Wellesley was pinned under the wheels, and it required forty men to lift the truck and extricate her. She was taken to the Newark City Hospital.

Albert Panter, 12 years old, of 1572
Second avenue, was killed by an automobile truck in front of his home last from the control of the state only while 'living under regulations' mobile truck in front of his home last from the control of the state of the control of the c asible. It will not be so difficult for students to observe this if t faculty. Even they have put aside the old briar pipes and old leather pouches."

BOYS BURNED IN BONFIRE

Flames Explode.

A crowd of boys built a bonfire in a vacant lot at 53 St. Edward street, Brooklyn, last night after the police had put out another fire they had kindled the street near by. The blaze started nicely when a paint so wagon rumbled by and a gallon can taining paint mixture, which is half ben-gine and half lemon oil, was jolied off. The lads pried open one end of the can and tossed it upon the fire.

Pendleton answered an ambulance call Pendleton answered an ambutance can to Brooklyn Hospital and treated Empet Sharkey, 9, of 45 St. Edward street. Rocco and Louis Sasano, 9 and 8 re-spectively, 55 St. Edward street, and Louis Gordon, 12, of 56 St. Edward Louis Gordon, 12, of 56 St. Edward street. The other five were taken to their homes.

The Strength of a Great Company Is Behind the Wonderful New Six

7OU, whose interest is aroused over the coming of the remarkable new Six cylinder car to be produced in quantities by the Willys Corporation, will be equally interested in the company behind it-for a strong organization gives assurance of a good car.

The Willys Corporation is one of the large concerns in the automobile industry headed by Mr. John N. Willys -who to date has built and marketed more than 650,000 automobiles.

Though one of the largest manufacturing concerns in the industry, the Willys Corporation, hithertofore, has never manufactured an automobile. It has confined its operations to the building of Auto-Lite starting and lighting systems; Willys Light sets, for the lighting of homes and farms; and New Process Gears for automobile transmissions and differentials.

The strength and magnitude of the Corporation can be realized by a glance at the dimensions of the Auto-Lite unit alone.

The Electric Auto-Lite business was organized in 1911 to

build electric starting and lighting systems. Its main plant is located at Toledo, Ohio, and covers 10 acres of ground with a total of 422,000 square feet of floor space. A second plant, formerly owned by the FIAT Automobile Company, is located at Poughkeepsie, N. Y.

In 1912, the business amounted to 100 sets per day; the present capacity of the plant is 2,500 outfits per day, with orders and specifications on hand for 4,000 outfits per day beginning January 1, 1920 -by which time production will have been increased sufficiently to turn out that

The Auto - Lite unit also manufactures the Willys Light. The market for this is in thousands of individual farms, homes, stores, churches and other small-community buildings. Mechanically, the Willys Light has a unique advantage, being operated by the Willys-Knight engine.

This great unit, together with the New Process Gear plant, of the Corporation, located at Syracuse, N.Y., will be sources of supply for the

The factory of the new Six, itself, is at Elizabeth, N. J., the Corporation having purchased the plant, patents and other resources of the Duesenberg Motor Corporation at .. this manufacturing and shipping point. This plant had reached large size during the war for war-motors produc-

It is now being vastly enlarged and augmented - for never before has a light weight Six cylinder car been brought out for big production.

With its lightness of weight, new spring suspension, and other new features made possible by radically new principles of engineering, the new Six marks the greatest advance step in automobile construction since the invention of the pneumatic tire. It will fill a gap, which has always existed in the automobile field; and will become the car of those, who, heretofore, have believed that ownership of a six cylinder car was permanently denied to them.

Anyone desiring further information about the plans and car program of the Willys Corporation should write for our booklet.

The Willys Corporation

JOHN N. WILLYS, President

N. B.—This is one of a series of advertisements to acquaint the public, automobile trade and buyers of motor cars in general with the present scope and important plans of The Willys Corporation